

**NUS CORPORATION**  
**SUPERFUND DIVISION**



SDMS DocID 000226931

**INTERNAL CORRESPONDENCE**

C-583-5-5-95

TO: DON SMITH/EPA  
FROM: MARTHA MEYERS LEE *ML*  
SUBJECT: PRELIMINARY ASSESSMENT OF THE  
CONRAIL RAILYARD, NEW BEDFORD, MASSACHUSETTS  
TDD No. F1-8503-12  
Job No. MA35-SI  
0300.01

DATE: JUNE 4, 1985

COPIES: FILE

*New Bedford*  
*172*  
*226931*

Introduction:

The NUS Field Investigation Team (NUS/FIT) was tasked by Region I U.S. Environmental Protection Agency (EPA) to perform a preliminary assessment and abbreviated site inspection at the Conrail Railyard on Route 18 in New Bedford, Massachusetts, under Technical Directive Document (TDD) F1-8503-12 (Appendix A). This letter report fulfills the requirements of the preliminary assessment portion of that task.

The documents prepared within comply with requirements set forth under EPA Superfund legislation, (CERCLA), however, they do not necessarily fulfill the requirements of other EPA regulations such as RCRA.

Site History and Description:

On Thursday, May 7, 1985, NUS/FIT personnel conducted a perimeter survey of the Conrail Railyard Site in New Bedford, Massachusetts. NUS personnel, Hans Krahn and Martha Meyers Lee, were met by Martin Blake, a private investigator contracted by Region I EPA, at a location designated near the site. The Conrail Railyard is located on New Bedford's tax assessors map No. 72 as lots No. 140 and No. 275. Prior to 1980, both lots were owned and operated as railyards by railroad companies. The Penn Central Railroad Company, which purchased both lots in 1968, sold lot No. 275 to the Housing Seventy Corporation, a subsidiary of the town of New Bedford, in 1980. The railyard on Lot No. 275 has been inactive since 1980. Penn Central Railroad Company is the property owner of Lot No. 140, but the railyard is actively operated by the Consolidated Rail Corporation. The total area for both the active and inactive areas is 14.7 acres.

The Conrail Railyard Site is located approximately 200 yards from the west bank of the Acushnet River in the town of New Bedford. The site consists of a cobblestone and partially paved railyard, parking lots, factory buildings, an auxiliary sewage pump station and metal debris piles. The Conrail Railyard Site is not completely encircled by a fence, therefore, access is unrestricted. The railyard is mostly level. In the northern area of the railyard, the runoff discharges northwest towards the Acushnet River.

MEMO TO: DON SMITH  
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The Conrail Railyard Site is bordered on the west by a residential area and on the north of Wamsutta Road by industrial textile factory outlets. Runoff from the residential community to the west of the site discharges through a culvert north of the railroad tracks and parallel to Wamsutta Road and into the Acushnet River. Lot No. 248 which was reclaimed by the city of New Bedford in 1959, borders the Conrail Railyard to the east of Herman Melville Boulevard. Lot No. 248 is an overgrown field adjacent to the west bank of the Acushnet River. The site is underlain by glacial till and outwash deposits of medium to coarse sand and gravel.

Observations and Site Activity:

While the perimeter survey was being conducted on Thursday, May 7, 1985, NUS/FIT personnel observed black soil stains along the railroad tracks in the areas where PCBs were unloaded and alleged spillages had occurred. No odors were noticed during the perimeter survey. However, Marty Blake reported an irritating, burning sensation in his throat while conducting an on-site inspection on April 2, 1985.

Polychlorinated biphenyls (PCBs) were shipped by Monsanto to the Conrail Railyard from 1941 to October 1977. Cornell Dublier Electronics, Incorporated, located at 1605 East Rodney French Boulevard, New Bedford, Massachusetts, and Aerovox Incorporated, located at 740 Belleville Avenue, New Bedford, Massachusetts, used PCBs as an impregnation fluid in the manufacture of capacitors. Cornell Dublier Electronics produced capacitors impregnated with PCBs from 1941 until 1977 when they converted to dioctyl phthalate as the impregnating fluid. Aerovox received shipments of PCBs by way of the railroad tank cars from 1947 until 1977 when Monsanto discontinued the production and sale of PCBs. Aerovox continued production of PCB impregnated capacitors until October 1978 from shipments by a foreign supplier of PCBs. Aroclor 1242 was used in the manufacturing process from 1941 to 1971 until Monsanto completely replaced Aroclor 1242 with Aroclor 1016. From 1971 to 1977, Aroclor 1252, 1254, and 1260 were used in the production of capacitors. Between January 1973 and December 1975, more than four million pounds of PCBs were used by Aerovox Incorporated during the manufacturing process.

In the early 1950's, the PCBs were pumped from the Monsanto tank cars into 55 gallon drums at the railyard. After 1956, the Aroclor was pumped into tank trucks which transferred the PCBs to the manufacturing facilities. The tank trucks were filled two to three times in order to completely transfer the shipment from each tank car. The companies which received the Monsanto shipments of PCBs did not have a designated site at the railyard in which to receive the tanker. However, deliveries were generally made in approximately the same area according to reports from former employees. There have also

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been allegations of multiple spillages occurring at the Conrail Railyard Site while the PCBs were being transferred from the Monsanto tank cars to tank trucks.

Based upon the results of the preliminary assessment, it is recommended that a site inspection be conducted and include sampling soil on the site at the alleged areas of spillage and, soil, sediment, and surface water along the culvert to the shoreline of the Acushnet River. It is recommended that soil samples collected in the railyard be analyzed for PCBs and extractables in order to determine the extent of contamination due to the alleged multiple spillages and to determine potential receptors. Sediment and water samples should also be analyzed for PCBs and extractables in order to determine whether migration of the contamination has occurred off site.

MRL/tan

cc: D. Sandhaus  
R. DiNitto  
T. Plant  
B. Buckley  
T. Centi/ZPMO

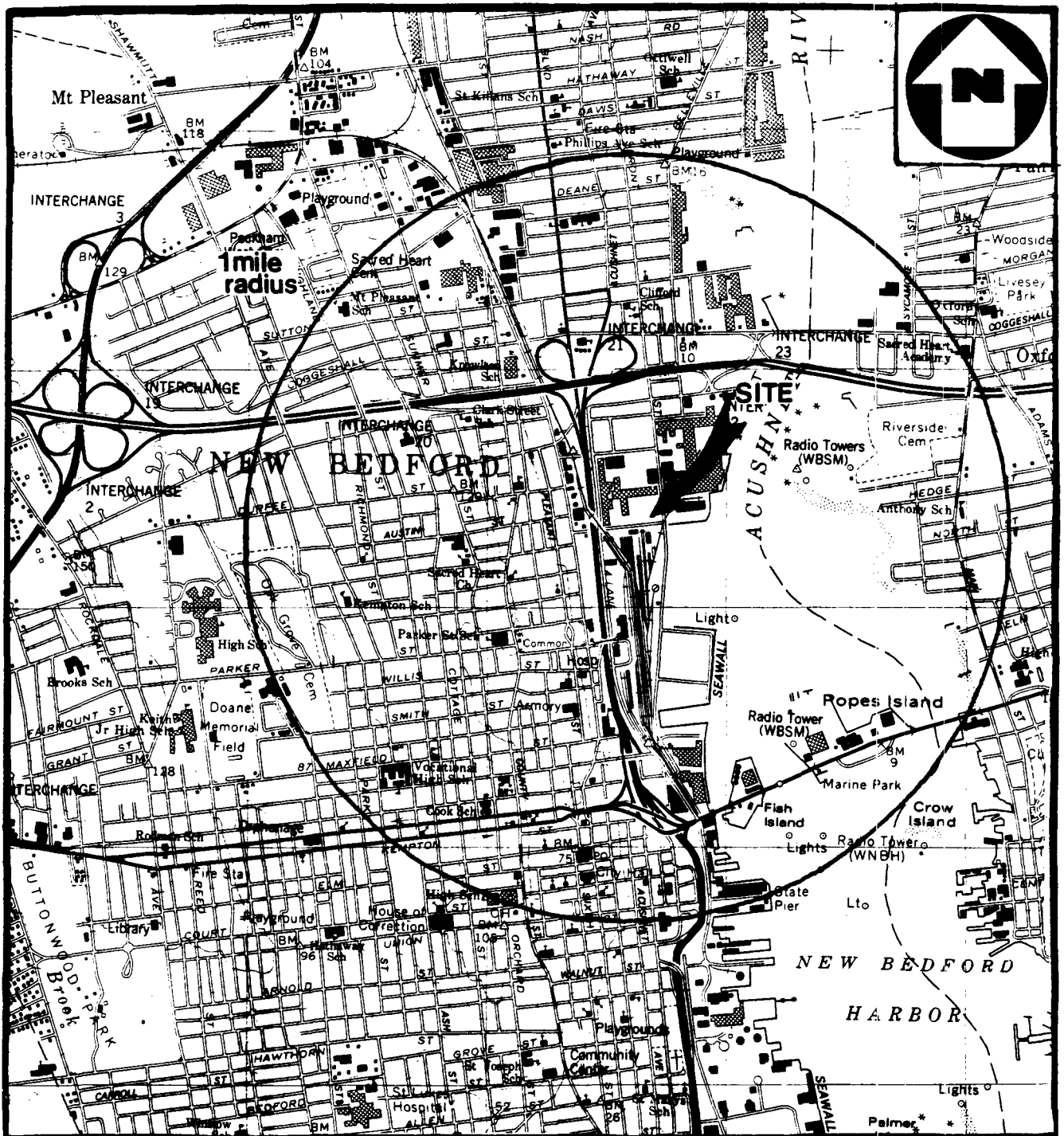
Reviewed and approved by:

  
R. DiNitto, RPM  
Date: 3-14-86

## REFERENCES

1. "Water Resources of the Coastal Drainage Basins of Southeastern Massachusetts, Northwest Shore of Buzzards Bay", 1:48,000, Atlas HA-560 U.S. Geological Survey, 1978.
2. "Dredging of PCB-Contaminated Sediments, New Bedford Harbor/Acushnet River Estuary, MA", Geotechnical Engineers, Inc., Winchester, Massachusetts, August 13, 1982.
3. "PCB Pollution in the New Bedford, Massachusetts Area: A Status Report"; Massachusetts Coastal Zone Management, June 1982, Revised January 1983.
4. "Buzzard's Bay Basin, 1976, Water Quality Management Plan," Massachusetts Division of Water Pollution Control, Westborough, Massachusetts, January 1977.
5. Trip Report, May 3, 1985, meeting at JFK Building, April 25, 1985, 2 p.m., Room 307.
6. Telecons, 4/16/85 and 4/19/85, between Steve Joyce (EPA) and Martha Meyers Lee (NUS/FIT).
7. Telecon, 4/16/85, between David Kennedy (Town Engineer, New Bedford) and Martha Meyers Lee (NUS/FIT).
8. Telecon, 4/16/85, between Richard Pline (Housing Corporation) and Martha Meyers Lee (NUS/FIT).
9. Project Logbook, NUS/FIT.
10. Files from U.S. EPA, Region I.
11. U. S. G. S. Topo. Map, New Bedford North, Mass., N4137.5 - W7052.5/7.5, 1979.

1. Refer to trip report for information pertaining to site ownership and activity status.
2. Population density determined by dividing 1970 population (101,777) by land area (18.99 sq. miles)<sup>3</sup>.
3. "Buzzard's Bay Basin, 1976, Water Quality Management Plan", MA Div. of Water Poll. Control, January 1977.



BASE MAP IS A PORTION OF THE U.S.G.S. NEW BEDFORD NORTH, MASSACHUSETTS QUADRANGLE 17.5'SERIES, 1979

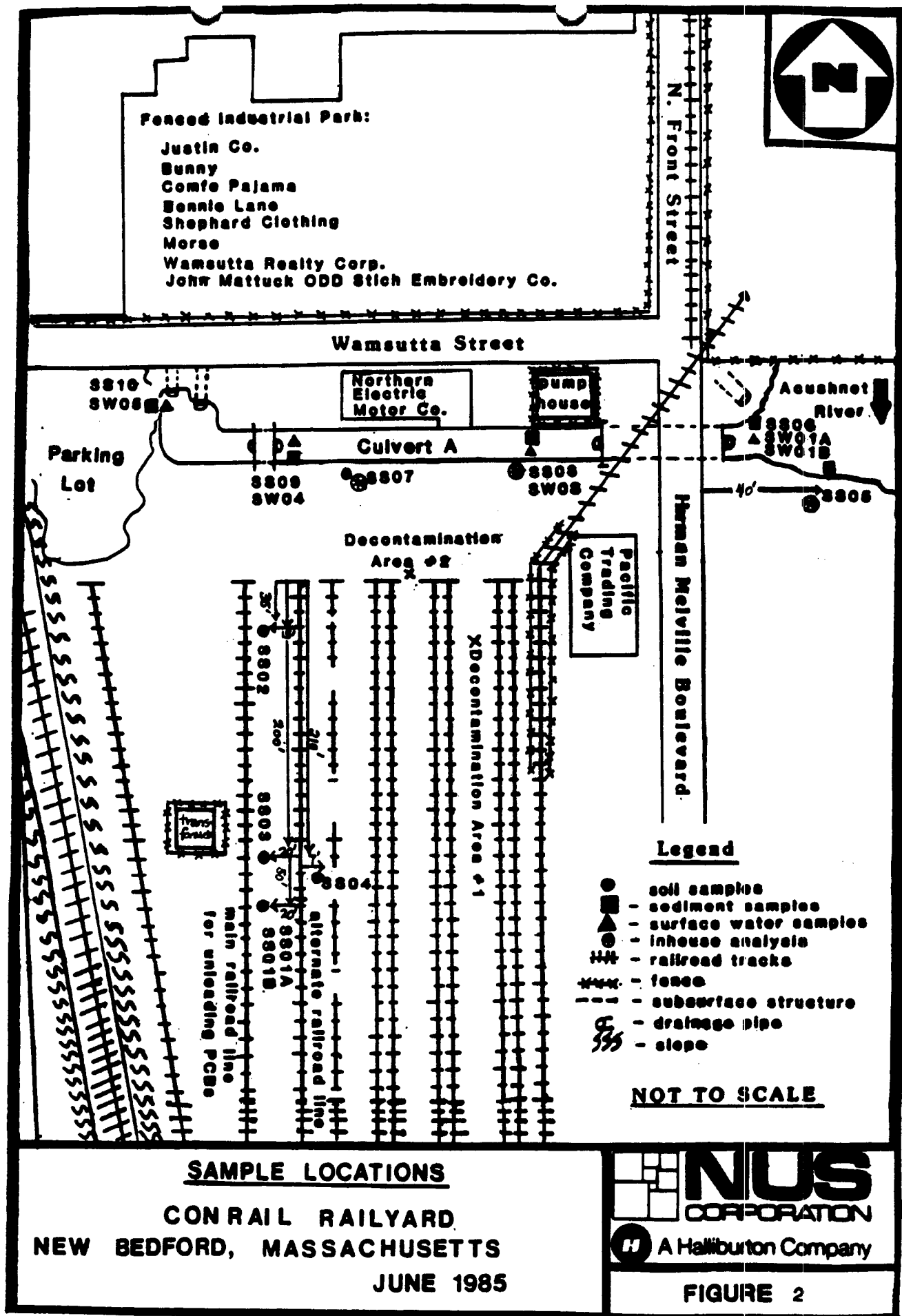


**LOCUS PLAN**  
**CONRAIL RAILYARD**  
**NEW BEDFORD, MASSACHUSETTS**

**JUNE 1985**



**FIGURE 1**



## **APPENDIX A**



1. COST CENTER:	<b>REM/FIT ZONE CONTRACT</b> <b>TECHNICAL DIRECTIVE DOCUMENT (TDD)</b>			2. NO.:  FI-8503-12
ACCOUNT NO.:				
3. PRIORITY:  <input checked="" type="checkbox"/> HIGH <input type="checkbox"/> MEDIUM <input type="checkbox"/> LOW	4. ESTIMATE OF TECHNICAL HOURS:  200	5. EPA SITE ID: INAD  981-063-985	6. COMPLETION DATE:  7-31-85	7. REFERENCE INFO.:  <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> ATTACHED <input type="checkbox"/> PICK UP
	4A. ESTIMATE OF SUBCONTRACT COST:  NA	5A. EPA SITE NAME: Conrail RAILYARD New Bedford, MA		
8. GENERAL TASK DESCRIPTION: <u>Conduct both a preliminary assessment and an abbreviated site inspection of the Conrail Railyard, MA</u>				
9. SPECIFIC ELEMENTS: <u>1. Prepare appropriate work plans</u> <u>2. Review background data and determine if sampling is needed.</u> <u>3. If sampling is required prepare sampling plan.</u> <u>4. Conduct sampling for in-house analysis for appropriate compounds</u> <u>5. Prepare a draft and final letter report</u> <u>Overtime Approved</u>				10. INTERIM DEADLINES: <hr/> <hr/> <hr/> <hr/> <hr/> <hr/> <hr/>
11. DESIRED REPORT FORM:      FORMAL REPORT <input type="checkbox"/> LETTER REPORT <input checked="" type="checkbox"/> FORMAL BRIEFING <input type="checkbox"/>  OTHER (SPECIFY): _____				
12. COMMENTS: <u>EPA contact is Don Smith 223-1941</u> <u>*EPA project manager is Steve Joyce 223-5906</u>				
13. AUTHORIZING RPO:  Donald R. Smith (SIGNATURE)			14. DATE:  3-19-85	
15. RECEIVED BY: <input type="checkbox"/> ACCEPTED <input type="checkbox"/> ACCEPTED WITH EXCEPTIONS <input type="checkbox"/> REJECTED  Richard G. Dineen (CONTRACTOR RPM SIGNATURE)			16. DATE:  3-19-85	

JOB DATA ENTRY FORM  
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DESCRIPTION- *****	FIELD *****	DATA *****
JOB ID#	JOB:ID	<u>MA35SI</u>
PROJECT TYPE	PRJ:TYP	<u>SI</u> <-- 5 CHARACTER MAX.
ERRIS NAME	ERR:NAM	<u>Conrail Rail Yard</u>
TDD NUMBER	TDD	<u>8503-12</u>
LOCATION	LOC:CTY	<u>New Bedford--CITY</u>
ERRIS NUMBER	ERR:NUM	<u>MAD 981-063-985</u>
TDD ISSUE DATE	TDD:ISSUE	<u>3-19-85</u> <--1e. YYYYDD
WORK START DATE	WRK:START	<u>3-19-85</u> <--1e. YYYYDD
WORK COMPLETE DATE	WRK:COMPL	<u>          </u> <--1e. YYYYDD
PRIORITY	PRIORITY	<u>HIGH</u> <-- 4 CHARACTERS
NATIONAL PRIORITY LIST	NPL	<u>N</u> <-- Y=yes or N=no
MANAGER	MANAGER	<u>Myers-Lee</u> <--10 CHARACTERS
BUDGET	BUDGET HOURS	<u>200</u> <--5 NUMBERS MAX.
FASRPT	INCLUDE ON FAS?	<u>Y</u> <-- Y=yes or N=no

COMMENTS:

cc: DeLuca  
 Myers-Lee  
 Morin, J  
 Buckley  
 Plant  
 Robin  
 K.O.

(NOT FOR FAS DATABASE)

PROJECT TYPE (PROGRESS REPORT) SI  
 PROJECT TYPE (ACTIVE TDD LIST) SI  
 MANAGER Myers-Lee  
 DRAFT REPORT DUE DATE 6-14-85

UNITED STATES  
ENVIRONMENTAL PROTECTION AGENCY  
REGION I  
BOSTON, MASSACHUSETTS 02203

DATE: March 5, 1985

SUBJ: PA/SI at Conrail Railyard, New Bedford, MA

FROM: Don Smith *Don Smith*

TO: Steve Joyce

Your request for FIT activity at the Conrail Railyard, New Bedford, MA (ERRIS # MAD981063985) has been forwarded. Because of the likelihood of PCBs being found at the site FIT will be tasked to conduct a combined PA/SI.

During the SI, sampling will be used to verify the presence of PCB. It would appear that only one sample would be need for the purpose of developing the HRS score.

You also requested that FIT develop additional information in order for you to make a decision relative to the identification of the site owner as a PRP in the New Bedford Harbor study. As part of the SI, FIT will identify likely runoff paths and observe the shoreline for signs of contamination. A limited amount of additional soil samples maybe taken to confirm possible runoff paths. At this stage sampling would not be conducted to identify the extent of any contamination,

In order to meet your deadline of April 30, 1985, the CLP would not be utilized.

Prior to starting work FIT will contact you regarding site access and site visit with the ex-employee.

This task will be given a high priority. However you should be aware that the backlog of FIT work may not allow for this task to be accomplished as requested.

cc: Heather Ford  
Rich DiNitto

Date: March 4, 1985

Subject: Request for NUS/FIT to conduct a Preliminary Assessment / Site Investigation (PA/SI) of the Conrail Railroad Yard in New Bedford, Massachusetts.

From: Stephen T. Joyce

To: Don Smith

EPA is requesting that NUS/FIT be tasked to conduct a PA/SI of the Conrail Railroad Yard in New Bedford, Massachusetts. The following are the tasks EPA is requesting NUS/FIT to perform:

- identify any noticeable areas evident of PCB contamination. The specific areas within the Conrail yard where the transference of PCBs occurred can be identified by a former employee of Aerovox who was in charge of such operations.
- In and around the area where PCB's were transferred from the Monsanto owned tank car and the Aerovox transport truck, FIT team personnel search for any runoff paths or drainage ditches leading to the harbor
- observe for any shore line contamination.
- a liberal amount of soil core samples should be taken in the contaminated areas.

it is recommended that NUS/FIT field screen the samples for PCBs and send only the positive ones to the laboratory for analysis.

- If any shore line contamination is evident or runoff paths, either naturally occurring or man-made, are identified, EPA requests that sediment sampling be done.

The New Bedford Superfund site is operating under a firm schedule. Potential Responsible parties must be identified by April 30, 1985 in order to notify them in adequate time prior to the start of negotiations in July of 1985. I am therefore requesting that this work be done and samples analyzed by April 30, 1985.

The EGIS # for the Conrail yard is  
MAD<sup>9</sup> 81063985.

Contact Stacey - arrange site access  
- site visit w/ ex-employees



POTENTIAL HAZARDOUS WASTE SITE  
PRELIMINARY ASSESSMENT  
PART 1 - SITE INFORMATION AND ASSESSMENT

I. IDENTIFICATION

01 STATE: MA 02 SITE NUMBER: MAD 981063985

II. SITE NAME AND LOCATION

01 SITE NAME (Legal, common, or descriptive name of site)

Conrail Railyard

02 STREET, ROUTE NO., OR SPECIFIC LOCATION IDENTIFIER

Route 18

03 CITY

New Bedford

04 STATE

MA

05 ZIP CODE

02741

06 COUNTY

Bristol

07 COUNTY CODE

005

08 CONG DIST

MA 10

09 COORDINATES LATITUDE

70° 55' 45"

LONGITUDE

41° 38' 42"

10 DIRECTIONS TO SITE (Starting from nearest public road)

From Interstate 93, take state Route 24 South 24 miles to state Route 140 South. After traveling 12 miles south on state Route 140, exit at Route 18 South. Take Route 18 approximately 4.5 miles south and exit at Route 6 West.

III. RESPONSIBLE PARTIES

01 OWNER (If known)

Housing Seventy Corporation<sup>1</sup>

02 STREET (Business, mailing, residential)

City Hall, Room 215, 313, William Street

03 CITY

New Bedford

04 STATE

MA

05 ZIP CODE

02740

06 TELEPHONE NUMBER

(617) 999-2931

ext. 242

07 OPERATOR (If known and different from owner)

Consolidated Rail Corporation<sup>1</sup>

08 STREET (Business, mailing, residential)

15 North 32nd Street

09 CITY

Philadelphia

10 STATE

PA

11 ZIP CODE

19104

12 TELEPHONE NUMBER

(215) 596-2934

13 TYPE OF OWNERSHIP (Check one)

☒ A. PRIVATE ☐ B. FEDERAL:

(Agency name)

☐ C. STATE

☐ D. COUNTY

☐ E. MUNICIPAL

☐ F. OTHER:

(Specify)

☐ G. UNKNOWN

14 OWNER/OPERATOR NOTIFICATION ON FILE (Check all that apply)

☐ A. RCRA 3001 DATE RECEIVED:

MONTH DAY YEAR

☐ B. UNCONTROLLED WASTE SITE (RCRA 3001) DATE RECEIVED:

MONTH DAY YEAR

☒ C. NONE

IV. CHARACTERIZATION OF POTENTIAL HAZARD

01 ON SITE INSPECTION

☐ YES

DATE

MONTH DAY YEAR

☒ NO

BY (Check all that apply)

☐ A. EPA

☐ B. EPA CONTRACTOR

☐ C. STATE

☐ D. OTHER CONTRACTOR

☐ E. LOCAL HEALTH OFFICIAL

☐ F. OTHER:

(Specify)

CONTRACTOR NAME(S):

02 SITE STATUS (Check one)

☒ A. ACTIVE

☐ B. INACTIVE

☐ C. UNKNOWN

03 YEARS OF OPERATION

1906

present

☐ UNKNOWN

04 DESCRIPTION OF SUBSTANCES POSSIBLY PRESENT, KNOWN OR ALLEGED

Polychlorinated biphenyls were shipped to the Conrail Railyard from 1947 until 1977. Multiple spillages allegedly occurred during the transfer of PCBs at the railyard. Martin Blake, private investigator, observed an irritating burning sensation in his throat while conducting an on-site inspection on April 2, 1985.

05 DESCRIPTION OF POTENTIAL HAZARD TO ENVIRONMENT AND/OR POPULATION

Alleged PCB contaminated soil may migrate towards a culvert, approximately 20 yards north of the unloading area in the railyard, which drains into the New Bedford Harbor. There may be direct contact hazards due to access to the railyard being unrestricted.

V. PRIORITY ASSESSMENT

01 PRIORITY FOR INSPECTION (Check one. If high or medium is checked, complete Part 2 - Waste Information and Part 3 - Description of Hazardous Conditions and Incidents)

☐ A. HIGH

(Inspection required promptly)

☒ B. MEDIUM

(Inspection required)

☐ C. LOW

(Inspect on time available basis)

☐ D. NONE

(No further action needed, complete current disposition form)

VI. INFORMATION AVAILABLE FROM

01 CONTACT

Steve T. Joyce

02 OF (Agency, Organization)

EPA, Region I

03 TELEPHONE NUMBER

(617) 223-5906

04 PERSON RESPONSIBLE FOR ASSESSMENT

Martha R. Meyers Lee

05 AGENCY

NUS/FIT

06 ORGANIZATION

NUS Corp.

07 TELEPHONE NUMBER

(617) 275-2970

08 DATE

6/04/85

MONTH DAY YEAR



<input checked="" type="checkbox"/> A TOXIC	<input type="checkbox"/> E SOLUBLE	<input type="checkbox"/> I HIGHLY VOLATILE
<input type="checkbox"/> B CORROSIVE	<input type="checkbox"/> F INFECTIOUS	<input type="checkbox"/> J EXPLOSIVE
<input type="checkbox"/> C RADIOACTIVE	<input type="checkbox"/> G FLAMMABLE	<input type="checkbox"/> K REACTIVE
<input checked="" type="checkbox"/> D PERSISTENT	<input type="checkbox"/> H IGNITABLE	<input type="checkbox"/> L INCOMPATIBLE
		<input type="checkbox"/> M NOT APPLICABLE

## EPA FORM 2070-12 (7-81)



POTENTIAL HAZARDOUS WASTE SITE  
PRELIMINARY ASSESSMENT

PART 3 - DESCRIPTION OF HAZARDOUS CONDITIONS AND INCIDENTS

I. IDENTIFICATION

01 STATE MA 02 SITE NUMBER MAD 931063985

II. HAZARDOUS CONDITIONS AND INCIDENTS

01 ☐ A. GROUNDWATER CONTAMINATION 02 ☐ OBSERVED (DATE: \_\_\_\_\_) ☐ POTENTIAL ☐ ALLEGED  
03 POPULATION POTENTIALLY AFFECTED: \_\_\_\_\_ 04 NARRATIVE DESCRIPTION

01 ☒ B. SURFACE WATER CONTAMINATION 02 ☐ OBSERVED (DATE: \_\_\_\_\_) ☒ POTENTIAL ☐ ALLEGED  
03 POPULATION POTENTIALLY AFFECTED: unknown 04 NARRATIVE DESCRIPTION  
Culvert draining run-off from residential area west of site, located approximately 20 yards from the unloading area on the Conrail Railyard, is a potential receptor. The culvert discharges into the New Bedford Harbor. At the present, the harbor is not being used for recreation or fishing due to PCB contamination.

01 ☒ C. CONTAMINATION OF AIR 02 ☒ OBSERVED (DATE: April 2, 1985) ☐ POTENTIAL ☐ ALLEGED  
03 POPULATION POTENTIALLY AFFECTED: unknown 04 NARRATIVE DESCRIPTION  
Martin Blake, private investigator for the EPA, observed an irritating burning sensation in his throat while on the site while investigating the location of the PCB unloading area and alleged spillages of PCBs.

01 ☐ D. FIRE/EXPLOSIVE CONDITIONS 02 ☐ OBSERVED (DATE: \_\_\_\_\_) ☐ POTENTIAL ☐ ALLEGED  
03 POPULATION POTENTIALLY AFFECTED: \_\_\_\_\_ 04 NARRATIVE DESCRIPTION

01 ☒ E. DIRECT CONTACT 02 ☐ OBSERVED (DATE: \_\_\_\_\_) ☒ POTENTIAL ☐ ALLEGED  
03 POPULATION POTENTIALLY AFFECTED: 5,359/sq. mile 04 NARRATIVE DESCRIPTION  
The Conrail property, Lot No. 140 on the New Bedford Tax Assessor's map No. 72, is active and may pose a hazard to workers. Lot No. 275, owned by the Housing Seventy Corporation is inactive. The railyard is not completely encircled by a fence, therefore, access is unrestricted.

01 ☒ F. CONTAMINATION OF SOIL 02 ☐ OBSERVED (DATE: \_\_\_\_\_) ☐ POTENTIAL ☒ ALLEGED  
03 AREA POTENTIALLY AFFECTED: 15 (Acres) 04 NARRATIVE DESCRIPTION  
Former employees of the Aerovox Corporation, New Bedford, alleged that multiple spillages of PCBs occurred while transferring shipments of PCBs between railroad tank cars and 55 gallon drums or tank trucks between 1947 and 1977.

01 ☐ G. DRINKING WATER CONTAMINATION 02 ☐ OBSERVED (DATE: \_\_\_\_\_) ☐ POTENTIAL ☐ ALLEGED  
03 POPULATION POTENTIALLY AFFECTED: \_\_\_\_\_ 04 NARRATIVE DESCRIPTION

01 ☒ H. WORKER EXPOSURE/INJURY 02 ☐ OBSERVED (DATE: \_\_\_\_\_) ☒ POTENTIAL ☐ ALLEGED  
03 WORKERS POTENTIALLY AFFECTED: unknown 04 NARRATIVE DESCRIPTION  
The Conrail property, Lot No. 140 on the New Bedford Tax Assessor's map No. 72, is active and may pose a hazard to workers.

01 ☒ I. POPULATION EXPOSURE/INJURY 02 ☐ OBSERVED (DATE: \_\_\_\_\_) ☒ POTENTIAL ☐ ALLEGED  
03 POPULATION POTENTIALLY AFFECTED: unknown 04 NARRATIVE DESCRIPTION  
Site access is unrestricted.





POTENTIAL HAZARDOUS WASTE SITE  
PRELIMINARY ASSESSMENT

PART 3 - DESCRIPTION OF HAZARDOUS CONDITIONS AND INCIDENTS

I. IDENTIFICATION

01 STATE 02 SITE NUMBER  
MA MAD 981063985

II. HAZARDOUS CONDITIONS AND INCIDENTS (Continued)

01 ☐ J. DAMAGE TO FLORA  
04 NARRATIVE DESCRIPTION

02 ☐ OBSERVED (DATE: \_\_\_\_\_) ☐ POTENTIAL ☐ ALLEGED

01 ☒ K. DAMAGE TO FAUNA  
04 NARRATIVE DESCRIPTION (include name(s) of species)

02 ☐ OBSERVED (DATE: \_\_\_\_\_) ☒ POTENTIAL ☐ ALLEGED

Migration of PCBs from unloading area to culvert approximately 20 yards north which drains into the New Bedford Harbor is a potential receptor. Fish, lobster, and other species are potential receptors within the New Bedford Harbor.

01 ☒ L. CONTAMINATION OF FOOD CHAIN  
04 NARRATIVE DESCRIPTION

02 ☐ OBSERVED (DATE: \_\_\_\_\_) ☒ POTENTIAL ☐ ALLEGED

Migration of PCBs from unloading area to culvert approximately 20 yards north which drains into the New Bedford Harbor is a potential receptor. Fish, lobster, and other species are potential receptors within the New Bedford Harbor.

01 ☒ M. UNSTABLE CONTAINMENT OF WASTES  
(Spills/runoff/standing liquids/leaking drums) unknown

02 ☐ OBSERVED (DATE: \_\_\_\_\_) ☐ POTENTIAL ☒ ALLEGED

03 POPULATION POTENTIALLY AFFECTED: \_\_\_\_\_ 04 NARRATIVE DESCRIPTION

PCB spills reported by former employees to Martin Blake, private investigator for EPA.

01 ☒ N. DAMAGE TO OFFSITE PROPERTY  
04 NARRATIVE DESCRIPTION

02 ☐ OBSERVED (DATE: \_\_\_\_\_) ☒ POTENTIAL ☐ ALLEGED

Migration of PCBs from unloading area to culvert which drains into the New Bedford Harbor (150 to 200 yards from site) may be occurring.

01 ☒ O. CONTAMINATION OF SEWERS, STORM DRAINS, WWTPs  
04 NARRATIVE DESCRIPTION

02 ☐ OBSERVED (DATE: \_\_\_\_\_) ☒ POTENTIAL ☐ ALLEGED

The culvert which discharges run-off from the residential area borders the site on the west.

01 ☐ P. ILLEGAL/UNAUTHORIZED DUMPING  
04 NARRATIVE DESCRIPTION

02 ☐ OBSERVED (DATE: \_\_\_\_\_) ☐ POTENTIAL ☐ ALLEGED

05 DESCRIPTION OF ANY OTHER KNOWN, POTENTIAL, OR ALLEGED HAZARDS

III. TOTAL POPULATION POTENTIALLY AFFECTED: 5,359 per square mile<sup>2</sup>

IV. COMMENTS

The Conrail Railyard is not completely encircled by a fence. Lot No. 140, which is owned by Conrail Corp. is active. Lot No. 275 was purchased by the Housing Corp. in 1980 is inactive. The site is approximately 150 to 200 yards west of the Acushnet River. A culvert which discharges run-off from a residential community bordering the

V. SOURCES OF INFORMATION (Cite specific references, e.g., state files, sample analysis, reports)

site on the west is located 20 yards north of the unloading area.

1. "PCB Pollution in the New Bedford, Massachusetts Area: A Status Report", Massachusetts Coastal Zone Management, June 1982, Revised January 1983.
2. Files from U.S. EPA, Region I